

Body of Charles Frohman, Lusitania Victim, Is Found

WEATHER—Partly cloudy to night and Sunday.

EXTRA The Evening World. FINAL EDITION

"Circulation Books Open to All."

"Circulation Books Open to All."

PRICE ONE CENT.

Copyright, 1915, by The Evening World Publishing Co. (The New York World).

NEW YORK, SATURDAY, MAY 8, 1915.

12 PAGES

PRICE ONE CENT.

137 AMERICANS LOST LIVES; U. S. DEMANDS EXPLANATION

DEMAND BY U. S. TO GERMANY FOR REPORT OF FACTS ON SINKING OF LUSITANIA

Order Is Sent Ambassador Gerard to Make Full Inquiry as Basis of Action for Loss of American Lives—High Officials Confer.

WASHINGTON, May 8.—The United States Government to-day directed Ambassador Gerard to make inquiry of the German Government for its report of the facts concerning the sinking of the Lusitania. The Ambassador was instructed to make his preliminary inquiry on a basis for whatever steps may eventually be taken. High officials privately said the situation was very grave.

President Wilson arose early and read the newspapers and such official despatches about the Lusitania as had been received before breakfast. He went, as is his custom on Saturday, to the golf links. On his return later he devoted himself to reading despatches received.

In many quarters it was thought probable representations to Germany will be general covering all the cases of attack on American vessels. It was pointed out that the case of the Guilford, also torpedoed without warning, with a loss of three American lives, might be made the basis for action by the United States, but that the Lusitania incident, the death of Leon C. Thresher, an American, on the British steamer Falaba, and the attack by German airman on the American steamer Cushing might be grouped as an indictment by the American Government against Germany for failure to observe the rules of international law with respect to the lives of non-combatants.

In official quarters and among diplomats, there was apprehension that the American people might not consider representations sufficient. A special session of Congress has been talked of but there has been no intimation of it as yet from any official quarter.

There was every indication at the White House that, while President Wilson was deeply shocked at the loss of American lives, he was determined to await a thorough investigation before deciding upon a course of action for the United States. Officials reiterated that he would take no steps until all available information had been gained.

While an air of gravity pervaded the White House, officials went about making arrangements to receive direct all messages being sent to the State Department and keeping the President in close touch with all branches of the Government. The chief concern of Administration officials was the state of public opinion when details began to come in.

"We are informing ourselves as rapidly as possible regarding the Lusitania matter," said Secretary Bryan, "and we are doing what we can for those injured. We will get all the information we can."

Ambassador Page at London advised the State Department that he has instructed the Consul at Queenstown to care for the survivors and to furnish money where it is needed. Two American army officers have been sent to assist. His message said:

"I have instructed our Consul at Queenstown to care for bodies of dead and to give all help to sick, to aid the survivors who lost all cash and I have sent two army officers, Capt. Miller and Capt. Castle."

Secretary Bryan and Secretary of the Navy Daniels also cancelled week end engagements.

The German Embassy to-day had nothing to say later than its declaration that Germany could not be held accountable for anything which had happened to Americans through the Lusitania's sinking, since the Embassy warned them in advance against entering the war zone under the British flag.

President Wilson, Secretary Bryan and other members of the Cabinet were visibly depressed. Notwithstanding that warnings had been given, it had been regarded as inconceivable by high officials that the threatened sinking of the vessel would actually be carried into effect.

The fact that the Lusitania was a British ship, flying the British flag and even had contraband of war aboard, did not remove from their minds the ever recurrent thought that a hostile submarine deliberately destroyed the ship with the knowledge that hundreds of defenseless neutrals and women and children were aboard.

Everywhere that aspect overshadowed the legal phases of the case, for, while there is said to be no precedent in international law for the attack without warning on a belligerent merchantman, it was realized that defense might be made on the charge that guns were mounted on the deck. That, however, the British Government has denied.

Nowhere in Administration circles is there any disposition to minimize the situation, but President Wilson, while seeking the facts, hopes that the country will assume an examining attitude and reserve full judgment until all complete information is at hand.

As more details began coming in activities at the White House and the executive departments of the Government disclosed how much Administration officials realize the gravity of the situation.

MOTHERS CLASPING BABIES FOUND DEAD IN WATER, SAYS SURVIVOR AT QUEENSTOWN

Canadian Tells of Seeing Torpedo Approaching and Terrible Scenes in Water After the Explosions.

QUEENSTOWN, May 8.—One of the most connected and thrilling stories of the Lusitania tragedy was related here this afternoon by young Meyer Stratford of Ontario who was enroute to join the British navy as a cadet.

"I had just gone to the upper deck with two friends for a game of quoits," he said, "when one of them looked over the side. He cried as he saw a streak:—'There's a torpedo coming right at us'. We watched until it struck then we rushed to the boat deck as a huge quantity of splinters and debris and masses of water fell around us. The second torpedo struck the liner just four minutes later and simply shattered the entire hull. The first torpedo was enough to have sunk the Lusitania but the second completed the task."

"Many of the women were panic stricken. I met one almost frenzied with fear and tried to calm her. I helped her into a boat. I then saw another boat that was nearly swamped. I got on board. Others followed me. We baled for all we were worth. A crowd of men clambered in nearly swamping it again. Nobody had a knife, but I found a hatchet and cut the boat clear. We were about 200 yards away when the Lusitania sank."

"The shrieks of the people as they were drawn down by the suction was appalling. We had to pull away as hard as we could to get away and not be drawn under."

"We saved as many as we could, our boat being crowded to capacity. The ship simply sank like a stone at the finish, her entire bottom being literally torn out by the various explosions."

"The scene at the end was terrifying. Although many of the passengers had adjusted their life belts they were drawn down like stones by the terrible suction of so large a steamer."

"Mothers with their babies still clasped in their arms in death were found by the fishing fleet which finally rescued us. They had been unable to get on board the boats in time and they drowned when drawn under the surface by the underdrag of the vessel."

SAYS FOUR TORPEDOES HIT LINER.

Clinton Bernard, of New York City, one of the first cabin survivors, said:

"Although it was a tremendous shock to everybody, there was not so much excitement as one would expect in such a catastrophe. It occurred so suddenly we had not much time to realize what was happening. When I saw the ship was sinking I jumped overboard, just as I was. I had no lifebelt, but I picked up a bit of flotsam. Finally I got to an upturned boat and clung to that. Later, with some others who had swam to this boat, we managed to right it. Then we climbed in and started to rescue as many people as we could reach."

"The German submarine made no attempt to save anybody. We saw it for a moment just before it dove."

"The first torpedo struck us between the first and second funnels. The Lusitania shook and settled down a bit. Two other torpedoes quickly followed, and soon finished our ship. Four or five of our lifeboats went down with her, and the tremendous suction as the liner was engulfed dragged many people down also."

"The noise of the explosion was not very great. The first torpedo burst with a thud, and we knew that we were doomed. We had floated

(Continued on Second Page.)

Lusitania Sank With 1,216 Persons---First Cabin Passengers Were at Lunch and Few Were Saved---Explosions Killed and Injured Many and Lifeboats Were Rendered Useless.

Alfred Gwynne Vanderbilt and Many Notable New Yorkers Unaccounted For---Queenstown Hospital Filled With Wounded---Charles Frohman's Body Is Found.

The latest available information indicates that about two-thirds of the persons on board the Lusitania lost their lives. The number of passengers is given by the Cunard steamship representatives in New York as 1,254, and of the crew as 665, a total of 1,919. The number of survivors now accounted for is 703. This indicates a death list of 1,216.

Hopes that the list of persons saved may be materially increased were dashed by an announcement from the British Admiralty that all but one of the rescue fleet which put out from Queenstown had reported, and that there was little prospect of news of further survivors.

Of the 290 first class passengers it is now believed only 76 were saved. No word has been received of Alfred Gwynne Vanderbilt and other prominent New Yorkers who were aboard.

The Cunard Line officially announced this afternoon that it had received advices showing that Capt. Turner, First Officer Jones, Second Officer Lewis, the second and third engineers and 51 members of the crew have been rescued. They are included in the total of 703 previously announced as saved.

Of the 188 Americans on the Lusitania only 51 are known to have been rescued alive. There were 106 Americans in the first cabin, 65 in the second and 17 in the third.

LONDON, May 8.—Capt. Turner of the Lusitania stood at his post on the bridge until his ship went down and was rescued three hours afterward wearing a lifebelt, according to D. A. Thomas, the Cardiff, Wales, coal magnate. "Our course was shaped for shore immediately after the torpedo struck," he said. "There is a difference of opinion as to whether the steamer was struck by more than one torpedo, but I heard only one."

The body of Charles Frohman, the theatrical manager of New York, has been recovered and brought to Queenstown, where it is being embalmed.

Mr. Vanderbilt's London representative stated that through the New York Central and American Express interests in England six tugs had been sent out to look for Mr. Vanderbilt's body.

The scenes in Queenstown are nerve racking. Among the victims in the Town Hall and in the temporary morgue established in the freight sheds of the Cunard Company women predominate.

Some of them still have their babies in their arms, mother and child together in life as well as in death. The work of identification is slow, as many of the victims appear to have no relatives among the rescued.

The Cunard line officials announced at 12.30 P. M. that they had made a careful compilation of figures from all sources and concluded that 79 first cabin passengers were saved out of 290; 100 second cabin out of 603, while as to the fate of the 361 steerage passengers they had no information.

A further telegram has just been received by the British officials from Cork stating that 45 more survivors from the Lusitania have been landed at Queenstown from a drifter.

A telegram has been received from admiral at Queenstown:

"Torpedo boats, tugs and armored trawlers from Queenstown all in, except the Heron. Landed from these 595 survivors and 40 dead. Landed from steamers 52 survivors; landed at Kinsale 11 survivors and five dead."

"Total survivors, 658; dead, 45. Numbers will be verified later. Possibly Kinsale fishing boats may have a few more. Only a few first class passengers saved. It is understood they thought the ship would float. She sank in from fifteen to twenty-five minutes, and it was reported she was struck by two torpedoes. In addition to the foregoing it is signalled that one armored trawler, probably the Heron, and two fishing trawlers are bringing in 100 bodies."

(Signed) "CUNARD."

The work of compiling a list of those saved is progressing slowly because of the indescribable confusion at Queenstown, but apparently few first cabin passengers are among the survivors. The United States Consul at that port can account for only 51 Americans saved out of 188 who were aboard.

His roll does not include the names of Alfred Gwynne Vanderbilt, Elbert Hubbard, Justus Miles Forman, the author, or Charles Klein, the playwright. Of the Americans aboard 106 were in the first cabin, 65 in the second and 17 in the steerage.

The heavy loss of life among the first cabin passengers is believed to have been due to the calmness and self-possession they displayed in face of danger.

Most of them were at luncheon when the steamer received her death blow and